

CUTTING. The world is not a perfect one. All women are not wise or pretty. All that are willing are not won.

ANTIQUITY OF KISSING.

That kissing is a custom of remote antiquity appears from the book of Genesis (xxvii, 26), when Isaac kissed his son Jacob.

REPORTERS' BLUNDERS.

The Philadelphia Gazette has the following: "Mr. Bright yesterday afternoon, in his speech on Lord Amberley's Sunday Lectures Bill, quoted a couplet from Herbert's poem on 'Sunday' and out of seven independent reports in this morning's paper there are four different versions, and not one of them correct.

A Puzzling Foot-Note.

An English magazine says: "Sometime back a proof was sent to the writer, with a query directing his attention to a note at the foot of a page, to which note there was no reference in the text."

The entire number of persons who, according to the census, have attained the great age of one hundred years and upwards is just one of these, there are white, 440; black, 1300.

THE ATLANTIC CABLES.

The Injury by an Iceberg—Measures to Protect the Cables in Future. The following letter was addressed to the editor of the London Times:

Sir:—Interested as all the world now is in the question of submarine telegraphy, it will hardly need any apology on my part for forwarding you the enclosed copies of telegrams received by me as managing director during the recent repair of the cable of 1866 in Trinity Bay.

The cables of 1865 and 1866, as they are called, once laid successfully, the next question to their proprietors was, whether they would pay, and whether they could be subject to much injury from the drift of the Polar ice, and consequently entail costly and constant repairs.

We were requested by the Anglo-American Telegraph Company to test the point at which the injury had occurred, and to undertake the repair as quickly as possible. Mr. Latimer Clarke and Mr. Willoughby Smith, the electrical engineers of the two companies, decided that the injury had occurred only at the point now indicated.

From Willoughby Smith, Esq., Valletta, to Captain Osborne, London. June 17, 1867.—My dear Sir: I have the honor to acknowledge the receipt of your letter of the 14th inst. regarding the cable between Valentia and Valentia.

The ice is now gone for this season. The only cable touched will have been laid in deeper water at that point, and the chances are that we may not have another injury for years; at any rate, of only a similar trivial character.

NOTICE TO THE HOLDERS OF OVERDUE LOANS

Holdings of the following Loans of the Commonwealth of Pennsylvania can receive payment (principal and interest) by presenting them at the FARMERS' AND MECHANICS' NATIONAL BANK, on and after MAY 20, 1867.

Loan of March 21, 1851, due December 1, 1853. Loan of April 22, 1852, due December 1, 1854. Loan of April 15, 1853, due August 1, 1855. Loan of March 21, 1851, due July 1, 1854.

JOHN W. GEARY, GOVERNOR. JOHN F. HARTZENT, AUDITOR-GENERAL. WILLIAM H. KENNES, STATE TREASURER.

FINANCIAL THE UNION PACIFIC RAILROAD COMPANY.

THEIR FIRST MORTGAGE BONDS AS AN INVESTMENT.

The rapid progress of the Union Pacific Railroad, now building west from Omaha, Nebraska, and forming, with its western connections, an unbroken line across the continent, attracts attention to the value of the First Mortgage Bonds which the Company now offer to the public.

First. The early completion of the whole great line to the Pacific is as certain as any future business event can be. The Government grant of over twenty million acres of land and fifty million dollars in its own bonds practically guarantees it.

Second. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific and being without competition, it can maintain remunerative rates.

Third. The miles of this road are finished, and fully equipped with depots, locomotives, cars, etc., and two trains are daily running each way. The materials for the remaining 141 miles to the eastern base of the Rocky Mountains are on hand, and it is under contract to be done in September.

Fourth. The net earnings of the sections already finished are several times greater than the cost interest upon the First Mortgage bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

Fifth. The Union Pacific Railroad bonds can be issued only as the market progresses, and therefore can never be in the market unless they represent a bona fide property.

Sixth. Their amount is strictly limited by law to a sum equal to what is granted by the United States Government, and for which it takes a second lien as its security. This amount upon the first 517 miles west from Omaha is only \$15,000,000.

Seventh. The fact that the United States Government considers a second lien upon the road a good investment, and that some of the ablest railroad builders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

FINANCIAL NEW STATE LOAN.

THE NEW SIX PER CENT STATE LOAN. Free from all State, County, and Municipal Taxation.

Will be furnished in sums to suit, on application to either of the undersigned: JAY COOKE & CO., BREXEL & CO., E. W. CLARKE & CO.

BANKING HOUSE

JAY COOKE & CO. DEALERS IN ALL GOVERNMENT SECURITIES. OLD 5-20s WANTED IN EXCHANGE FOR NEW.

A LIBERAL DIFFERENCE ALLOWED. Compound Interest Notes Wanted. INTEREST ALLOWED ON DEPOSITS.

7 3-10s, ALL SERIES, CONVERTED INTO Five-Twenties of 1865, JANUARY AND JULY, WITHOUT CHARGE.

7 3-10s—SEVEN-THIRTY NOTES CONVERTED WITHOUT CHARGE INTO THE NEW 5-20s.

U. S. SECURITIES A SPECIALTY. SMITH, RANDOLPH & CO. BANKERS AND BROKERS.

GOLD COUPONS DUE JULY 1 WANTED. DE HAVEN & BRO.

CULVER'S NEW PATENT HOT-AIR FURNACE. RANGES OF ALL SIZES. Also, Phillips's New Low Pressure Steam Heating Apparatus.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1852.

ASSETS OF THE COMPANY, November 1, 1866. \$100,000 United States 5 Per Cent. Loan, 1871, 114,000.00

Free from all State, County, and Municipal Taxation. Will be furnished in sums to suit, on application to either of the undersigned.

Franklin Fire Insurance Co. OF PHILADELPHIA. OFFICE: NOS. 435 AND 437 CHESTNUT STREET.

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA. INCORPORATED IN PENNSYLVANIA, 1852.

PHILADELPHIA FIRE INSURANCE COMPANY. INCORPORATED 1852—CHARTER PERPETUAL—NO. 23 WALNUT STREET, OPPOSITE THE EXCHANGE.

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INSURANCE COMPANIES.

INSURANCE COMPANY OF NORTH AMERICA. OFFICE, NO. 22 WALNUT ST., PHILADELPHIA.

INSURANCE COMPANY OF NORTH AMERICA. OFFICE, NO. 22 WALNUT ST., PHILADELPHIA. CAPITAL, \$500,000.

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